

Notices to Consignees.

S. S. *ESMERALDA*, FROM MANILA.

CONSIGNEES of Cargo per above Steamer are hereby informed that their goods are being landed and stored at their risk in the Godowns of the Undersigned, whence delivery may be obtained. Goods remaining in store after the 5th instant will be subject to rent. No Fire Insurance has been effected.

A. MacG. HEATON, Agent.

Hongkong, May 2, 1876. my5

OASTLE LINE OF STEAMERS. *FLEURS CASTLE*, FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their goods are being landed, at their risk, into the Godowns of Mr. A. MacG. HEATON, whence delivery may be obtained. Consignees wishing to receive their goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 2 p.m. To-day. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 6th Proximo will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by ADAMSON, BELL & Co., Agents.

Hongkong, April 28, 1876. my6

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. *GLAUCUS*, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 5th inst., for shipment per S. S. *Glauco*, BUTTERFIELD & SWIRE, Agents.

Hongkong, May 2, 1876. my6

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer *Glauco* are hereby notified that the Cargo is being discharged into craft & landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 29th April, 1876.

Goods undelivered after 8th May, 1876, will be subject to Rent. BUTTERFIELD & SWIRE, Agents.

Hongkong, April 27, 1876. my6

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *ATA*.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from THURSDAY, the 4th instant, at 10 o'clock a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-morrow, the 3rd instant, requesting it to be landed here. Bills of Lading will be counter-signed by the Undersigned.

Goods remaining undelivered after TUESDAY, the 9th instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, May 2, 1876. my9

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES per Company's Steamer *Tigre* from Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godowns. In both cases it will be at the Consignees' risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on Saturday, 1st April, for this port.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, April 6, 1876.

FROM SAN FRANCISCO.

THE S. S. *Vasco de Gama*, Captain Rios, having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for counter-signature and to take immediate delivery of their goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., Agents.

Hongkong, April 28, 1876.

CONSIGNEES of Cargo per German Bark *PHOENIX*, Master, from Hamburg, are requested to take immediate delivery of their goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense. Consignees will have to sign an Average Bond before counter-signature of the Bills of Lading.

WM. PUSTAU & Co., Agents.

Hongkong, April 24, 1876.

THE GREAT NORTHERN TELEGRAPH COMPANY.

TELEGRAPHIC COMMUNICATION between GUTZLAF and SHANGHAI restored.

CARL CHR. BOJENSEN, Acting Superintendent.

Hongkong, April 22, 1876.

For Sale.

JUST RECEIVED, Ex S. S. *"NAPLES."*

A Large Assortment of New Books.

NOVELS, WORKS OF REFERENCE, GIFT BOOKS, SCHOOL BOOKS, &c.

LAMBERT, ATKINSON & Co.

Hongkong, April 22, 1876. my6

JUST RECEIVED, Ex S. S. *"VIKING & 'NAPLES'."*

PRIME Quality Buns, DANISH BUTTER in tins of 1-lb., 2-lb., and 4-lb. each.

BASS' ALE, (October brew), in bulk;—hds. and kilderkins.

LAMBERT, ATKINSON & Co.

Hongkong, April 22, 1876. my6

BISQUIT FLOUR.

AN Excellent FOOD for INFANTS and CHILDREN.

MANUFACTURED SOLELY BY THE HONGKONG & CHINA BAKERY Co., LIMITED.

In Tins Containing 6 lbs.

Hongkong, April 8, 1876. my8

FOR SALE.

VERY Handsome PHAETON, 1 Set Double HARNESS, nearly new.

1 Set Single HARNESS.

Apply to L. MALLORY, No. 2, St. John's Place.

Hongkong, April 19, 1876.

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

BY WILLIAM FREDERICK MATYER.

Price \$3.

Shanghai,.....KELLY & Co.

Hongkong,....."CHINA MAIL" OFFICE.

To-day's Advertisements.

FOR SINGAPORE AND PENANG.

The Steamship *"THALIS"*

Captain COLES, will be despatched for the above Ports on FRIDAY, the 5th instant, at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, May 3, 1876. my5

FOR SWATOW, AMOY & FOOCOW.

The Steamship *"YESSO."*

Captain PUNGBARD, will be despatched for the above Ports on SUNDAY, the 7th instant, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, May 3, 1876. my7

NOTICE.

TUDOR COMPANY.

AFTER this date, the Retail Price of our NATURAL ICE will be ONE AND A HALF CENTS per Pound.

J. F. HORGAN, Agent.

Ice House, Hongkong, May 3, 1876. ti.

NOTICE.

HONGKONG ICE COMPANY.

ON and after this date, the Price of our ICE will be ONE AND A HALF CENTS per Pound.

Large Quantities as per agreement.

KYLE & BAIN.

Hongkong, May 3, 1876. my18

JUST RECEIVED.

Ex French Mail Steamer *"MEIKONG."*

YELLOW CHARTREUSE, (pints and quarts).

Extra fine SALAD OIL, from (Bessede, Marseilles).

Imperial PRUNES, in Glass Jars.

JAMS, JELLIES & FRUITS, assorted.

Fine French SAUSAGES, in 1 lb. tins.

Assorted PASTE for SOUP.

French CANNED, assorted, Nos. 1 to 5.

French NAVY SOAP.

Marseilles SAUSAGE, } Quite Fresh.

Lyon SAUSAGE, }

MESS PORK in barrels of 100 lbs., or by retail.

CHAMPAGNE VINEYARD PRODUCE.

BISQUIT Dubouche BRANDY.

St. Emilion Dinner CLARET.

Haut Sauterne, WHITE WINE.

ANCHOVIES, in oil.

Superior CLARET, bottled by the Undersigned, \$2 per doz.

TONNY FISH, in oil.

Superior WHITE VINEGAR.

TAPIOCA.

Julienne SOUP, in 1 lb. tin.

TRUFFLES.

MAGARONI & VERMICELLI.

French extra fine TOBACCO.

Just Landed Ex S. S. *"ATA."*

PEPPERMINT, quarts and pints.

BENEDICTINE, quarts and pints.

French CLAY PIPES.

Raspall's extra fine LIQUOR.

French Smoked HAMS.

Solomon BEANS.

VANILLA.

CLARET from Bordeaux.

" " " "

" " " "

Raspall's GENUINE LIQUOR from Paris.

Fine White BREAD, in loaves and rolls, manufactured from the finest California Flour, and in the Parisian fashion.

F. VINCENOT.

French Bakery, No 2, Felt Street.

Hongkong, May 3, 1876. my2

To-day's Advertisements.

HONGKONG CHORAL SOCIETY.

FOR SALE.

THE SOCIETY'S PIANO. May be seen in the City Hall. Tenders to be sent to the Undersigned before the 15th instant.

ROBERT G. ALFORD, Hon. Secretary.

2, Queen's Road, Hongkong, May 3, 1876. my10

SHIPPING.

ARRIVALS.

May 2, *Louise Marie*, from Whampoa.May 2, *Venice*, British steamer, 1271, J. H. Watson, Bangkok April 25, Rice.

JARDINE, MATHESON & Co.

May 3, *Yesso*, British steamer, 559, J. E. Pundard, Foochow April 30, Amoy May 1, Swatow 3, General.—D. LAFFRAIK & Co.May 3, *Norva*, British steamer, 608, Walker, Swatow May 2, General.—KWOK ACHONG.May 3, *Thingalla*, Danish steamer, 1877, Mourier, Saigon April 29, Rice.—Wm. PUSTAU & Co.May 3, *Guallion*, British steamer, 2700, J. O. Babot, Shanghai April 30, Mails and General.—P. & O. S. N. Co.May 3, *Malacca*, British steamer, 1046, S. D. Shallard, Yokohama April 26, Mails and General.—P. & O. S. N. Co.May 3, *Vinder*, British barque, 280, J. Parkhurst, Newcastle (N.S.W.) Feb. 19, Coal.—ORDER.May 3, *Flodden*, British barque, 377, Murdoch; Newcastle (N.S.W.) March 8, Coal.—ORDER.May 3, *Lochiel*, Brit. 3 m. schooner, 216, D. S. Ewen, Newchwang April 18, Beans.—EDWARD SCHULHASS & Co.May 3, *Madagascar*, German barque, 288, M. Spessan, Cardiff Jan. 1, Coal.—MELCHERS & Co.

DEPARTURES.

May 2, *Victor*, for Whampoa.May 2, *Vancouver*, for Whampoa.May 3, *Pendo*, for Saigon.May 3, *Namoa*, for Swatow, &c.May 3, *Emeralda*, for Amoy via Swatow.May 3, *Sydenham*, for San Francisco.

CLEARED.

Consolation, for Amoy.

Chops, for Saigon.

Chow Sze, for Bangkok.

Charter Oak, for Whampoa.

Anna Dorothy, for Keelung.

Cheung Hook Kien, for Amoy.

PASSENGERS.

ARRIVED.—Per *Yesso*, Lieut. Broadley and Cotton, Mr. Ayton, 2 officers and 4 engineers of Ch. g. b. *Chun Sheng* and *Fu Sheng*, 4 European deck and 66 Chinese.Per *Thingalla*, 68 Chinese.Per *Guallion*, from Shanghai, for Hongkong, Dr. Eames, Mr. A. Tata, and 80 Chinese.

Per Southampton, Mrs. Lord.

Per *Malacca*, from Yokohama, for Bombay, Col. Wilkinson, 2 distressed seamen and 6 natives.DEPARTURES.—Per *Pendo*, 90 Chinese.Per *Sydenham*, 20 Chinese.Per *Emeralda*, 300 Chinese.

SHIPPING REPORTS.

The British steamer *Venice* reports: fine weather throughout the passage. Light E.N.E. winds since rounding Pulo Obi.The British steamer *Yesso* reports: had moderate and fresh N.E. winds and clear weather throughout the passage. On the afternoon of the 30th, passed one of Holt's steamers, bound North on the evening of 1st inst., passed H.M.S. *Narcissus*, *Topaze*, *Newcastle*, and *Immortalité* six miles off Amoy harbour; on the night of 2nd steamer *Hankow* bound N. In Foochow: R.M.S. *Lapping*. In Amoy: *Carisbrook*, *Poonow*, and *Estopora*, the *Riga* left at 3 p.m. for Singapore.The Danish steamer *Thingalla* reports: steady N.E. winds and fine weather the whole passage.The British steamer *Guallion* reports: moderate N.E. winds and rainy weather to Heshan, from thence to port moderate N.E. winds and fine weather. Passed the *Guallion* on the 2nd at 2 p.m.The British steamer *Malacca* reports: Northerly winds and thick hazy weather throughout.The British barque *Vinder* reports: fresh S.E. winds leaving Newcastle, which followed us until the 26th Feb. then had light variable winds until March the 15th, when experienced a very heavy squall, carrying away all 8 top masts and losing all our sails and gear, lat. 2 S. long. 165 E. Had light variable winds up to April 5th, since to port fine steady N.E. winds with clear weather. Passed Balanting Channel on the 29th April.The Brit. 3-m. schooner *Lochiel* reports: light N.E. winds with rain the greater part of passage, last two days fresh breeze and clear.The German barque *Madagascar* reports: had fine weather to the Cape of Good Hope, off the Cape strong S.W. winds, rounded the Cape on the 29th Feb. had strong wind to the Lat. of Amsterdam, after passing which had light winds calm and fine weather to port. Spoke the following vessels: British barque *Brisland*, from Cardiff to Singapore, lat. 45.38 S. long. 84.37 E., on the 3rd March. German barque *Anna* in Straits of Sunda, from Cardiff to Hongkong 107 days out, 8th April. April 8th Danish ship *Reuter*, from Cardiff to Hongkong, in lat. 1 26 S. and long. 107.19 E.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For YOKOHAMA.

Per French Mail Packet *TIBRE*, at 7.30 a.m. on Thursday, the 4th inst.

For SHANGHAI.

Per French Mail Packet *ATA*, at 3 p.m. on Thursday, the 4th instant.

Late letters from 8.10 to 8.30 p.m.

For AMOY.

For ZAMBOANGA, at 4.30 p.m. To-morrow, the 4th inst.

For SINGAPORE & PENANG.

Per *MEIKONG*, at 8.30 p.m. on Friday, the 5th instant, instead of as previously notified.

For BANGKOK.

Per *FERONIA*, at noon on Saturday, the 6th instant.

For SWATOW, AMOY & FOOCOW.

Per *YESSO*, at 9 a.m. on Sunday, the 7th inst.

For COOKTOWN, BRISBANE & SYDNEY.

Per *SINGAPORE*, at 11.30 a.m. on Monday, the 8th May, instead of as previously notified.

Mails will also be made up for all parts of East Australia, Tasmania, and Melbourne.

POST OFFICE NOTIFICATIONS.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *GWALIOR*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 6th May.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *MEIKONG*, will be despatched on SATURDAY, the 13th May, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *OTTE*, will be despatched on MONDAY, the 16th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters closes.

2.30 p.m. Post Office closes.

2.30 p.m. Correspondence may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Cheops leaves for Saigon.

8 a.m.—Three leaves for Yokohama.

10 a.m.—Delivery of Goods per *ATA* may be obtained from M. M. Co.'s Godowns.4 p.m.—*ATA* leaves for Shanghai.

6 p.m.—Zamboanga leaves for Amoy (direct).

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the *China Mail* has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour.Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the *Mail* amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to

GEO. MURRAY BAIN, China Mail Office.

The publication of this issue commenced at 7.15 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, MAY 3, 1876.

We noted the fact a week or two ago that the *Times* had been advocating the advisability of allowing the higher class of natives in India to take part in the administration of the affairs in that country, and now, it appears, a more important proposition of much the same nature, is engaging the attention, not of the *Times*, but of the Indian press. The London correspondent of one of our Indian contemporaries writes:—"Should Mr. Disraeli remain long in power, I should not be at all surprised to see India represented in Parliament before many years elapse, seats in the Upper House being granted to the principal Native chieftains, while the Lower would admit a certain number of representatives from the great divisions of Hindoostan. This is said to be a scheme Mr. Disraeli has in his mind, and who shall say, seeing what feats he has already accomplished, that it will not be brought to question?" This is not the first occasion on which the question of the representation of India in the British Parliament has been mooted, but we fear the writer of the above is rather too sanguine, and that the time when Indian Chieftains shall sit in solemn conclave at St. Stephen's is still in the dim and distant future. Still there seems every probability that ere long something will be done to draw closer the relations between India and England.MATTERS do not appear to be much more pleasant for the Chinamen in Cooktown than they are in California, so far as opposition from other inhabitants of the place is concerned. The *Sydney Morning Herald* says the aversion which the presence of the Chinese on the Palmer has been regarded by a large number of the diggers has never been concealed, and at one time it threatened to take the form of overt hostility. "Events, however, happily did not take this latter turn, and it was hoped that if the Chinese population did not materially increase no more would be heard of probable collisions. But the newly threatened invasion of horde of the 'Colostials' is likely to re-awaken the slumbering feelings of strong hostility, and it will hardly be possible, if these aliens come in the numbers now threatened, for the Government to avoid dealing with the matter in some way when Parliament meets." Our contemporary also complains that John never leads the way in prospecting, but "like a jackal prowling about the lion's track, he waits till the white digger has opened up the country, and spotted the stiffer portions

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, WEDNESDAY, 3RD MAY, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Dischargees or Agents.	Destination.	Remarks.
Steamers								
Ava	5 c	Fleurbaey	Foh. str.	1903	May 2	Messageries Maritimes	Shanghai	To-morrow
Bombay	4 k	Smith	Brit. str.	1327	April 11	P. & O. S. N. Co.	Yokohama	Mails
Candia	3 h	Thomson	Brit. str.	1342	April 30	Jardine, Matheson & Co.	Hankow	daylight
Cawdor Castle	5 h	Craig	Brit. str.	1419	May 1	Adamson, Bell & Co.	Saigon	4th inst.
Cheops	5 c	Dryden	Brit. str.	483	April 28	Adamson, Bell & Co.	Y'ham & S. F'isco	Mails
City of Peking	3 h	Maury	Amer. str.	5079	April 29	P. M. S. S. Co.	Amoy	
Consolation	4 c	Cormack	Brit. str.	768	April 27	Birley & Co.	Bangkok	
Cyphrenes	5 c	Wood	Brit. str.	1280	April 30	Adamson, Bell & Co.	S'pore and Bombay	Mails
Feronia	4 c	Schultze	Ger. str.	1085	April 28	Wm. Pustau & Co.		
Gwalior	5 k	Babot	Brit. str.	701	May 3	P. & O. S. N. Co.		
Kjoberhavn	6 k	Paulsen	Dan. str.	2700	May 1	Yuen Fat Hong		
Malacca	4 k	Shellard	Brit. str.	701	May 3	P. & O. S. N. Co.		
Norden	4 c	Jensen	Dan. str.	1046	May 2	Jardine, Matheson & Co.	Swatow	
Norna	2 h	Walker	Brit. str.	606	May 3	Kwok Acheong		
Oxfordshire	4 h	Jones	Brit. str.	1228	May 2	Jardine, Matheson & Co.		
Pawtuxet	4 k	.....	Amer. str.	230	June 18	Ang. Heard & Co.		Laid up
Rajasthanu	4 k	Hopkins	Brit. str.	933	April 25	Yuen Fat Hong	Bangkok	On Slip
Singapore	4 c	Peake	Brit. str.	964	April 27	Gibb, Livingston & Co.	S'pore and Australia	8th inst.
Sorsogon	4 c	Lizanza	Span. str.	174	May 2	Vogel, Hagedorn & Co.	Manila	
Stad Amsterdam	4 k	Boon	Dut. str.	1720	April 24	Jardine, Matheson & Co.	S'pore and Penang	To-morrow
Thales	5 h	Coles	Brit. str.	820	April 25	Douglas Lapraik & Co.	Saigon	
Thiugvalla	4 c	Mourier	Dan. str.	1677	May 3	Wm. Pustau & Co.	Yokohama	To-morrow
Tibre	4 k	Girard	Foh. str.	1000	April 29	Jardine, Matheson & Co.		
Vasco de Gama	5 c	Rice	Brit. str.	2000	April 2	Jardine, Matheson & Co.	Marseilles, &c.	
Volga	5 c	Watson	Brit. str.	1270	May 26	Messageries Maritimes	Coast Ports	Repairing
Yesso	5 h	Nomdedeu	Foh. str.	950	April 3	Douglas Lapraik & Co.	Amoy	To-morrow
Yottung	2 h	Punchard	Brit. str.	559	May 9	Kwok Acheong		
Zamboanga	4 k	Arachavala	Span. str.	324	June 2	Remedios & Co.	Honolulu & S. F'co	
Sailing Vessels								
Alden Basso	3 c	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.	Keelung	
Alma	7 h	Lehmeyer	Ger. bk.	385	April 26	Melchers & Co.		
Anna Dorothea	7 k	Schutt	Ger. bk.	330	April 25	Wm. Pustau & Co.		
Annie Fish	8 k	Hilfesa	Amer. sh.	1436	April 23	Messageries Maritimes		
Beethoven	3 k	Haje	Ger. bk.	340	April 22	Melchers & Co.		
Brema	4 c	Timpe	Ger. bk.	380	May 2	Wieler & Co.		
British Crown	1 c	Andrew	Brit. bk.	448	April 27	Lammert, Atkinson & Co.		
Cap Horn	1 h	Green	Ger. bk.	401	April 22	Wm. Pustau & Co.		
Caroline Behn	1 h	Schmidt	Ger. bk.	673	April 24	Siemssen & Co.		
Catherine Marden	8 h	Marden	Brit. sch.	287	April 30	Wm. Pustau & Co.	New York	
Charter Oak	4 c	Smith	Amer. sh.	903	Nov. 11	Vogel, Hagedorn & Co.		
Chas. O. Leary	3 c	Stephen	Amer. bk.	644	April 24	Captain		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Chow Sye	2 c	Stehmeyer	Siam. sh.	402	April 29	Siemssen & Co.		Repairing
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order		
Columbia	2 h	Solano	Brit. bk.	344	May 1	Russell & Co.		
Comet	6 h	Bray	Amer. sh.	1187	April 23	Tucker Company		
Commissary	8 h	Hunter	Brit. sh.	900	April 23	Edward Schellhaas & Co.		
Corinne	8 h	Gorman	Brit. bk.	395	April 25	Wieler & Co.		
Dora	4 k	Zurarraga	Span. bg.	322	May 2	H. Kier		
F. H. Jensen	4 c	Kasmussen	Ger. bk.	275	May 2	Wm. Pustau & Co.		
Fano	3 k	Norby	Dan. bk.	337	April 21	Eduard Schellhaas & Co.		
Faiga	5 k	Christiansen	Dan. bk.	316	April 23	Eduard Schellhaas & Co.		
Flodden	8 c	Murdoch	Brit. bk.	377	May 3	Order	Australia	Repairing
Franz	4 c	Hildebrandt	Brit. sch.	148	Dec. 18	Frazer & Co.		
Gustav Adolph	4 c	Oehlmann	Ger. bk.	272	April 30	Eduard Schellhaas & Co.		
Hope	3 c	Boulton	Brit. bk.	454	April 29	Wm. Pustau & Co.		
Iphigenia	4 c	Matzen	Ger. bk.	464	April 24	Wm. Pustau & Co.		
Jerfalcon	2 k	Bentley	Brit. sch.	287	May 1	Captain	Bangkok	Repairing
John Sverdrop	2 h	Petersen	Norw. bg.	182	April 6	Frazer & Co.	San Francisco	
Jonathan Chase	4 c	Curtis	Amer. bk.	693	Mar. 20	Vogel, Hagedorn & Co.		
Jylland	4 c	Laub	Dan. bg.	367	April 29	Eduard Schellhaas & Co.	Bangkok	
Kassa	8 k	Lindsay	Brit. bk.	325	April 23	Adamson, Bell & Co.		
Kvik	3 c	Lorag	Norw. bk.	400	April 27	F. Degener		
Lizzie	4 c	Loakay	Brit. bk.	553	May 2	Broadbent & Co.	Chefoo	
Louise Marie	2 c	Laine	Foh. bk.	584	Mar. 17	Vogel, Hagedorn & Co.	San Francisco	
Margarita	4 k	Owens	Brit. sh.	286	April 27	Wm. Pustau & Co.	Melbourne & Sydney	
Marie Heydorn II	3 k	Mühlmann	Ger. bk.	500	April 10	Rozario & Co.		
Marquis of Argyll	2 k	McKean	Brit. bk.	530	April 23	Rozario & Co.		
Mount Lebanon	8 h	Hall	Brit. bk.	354	April 30	Douglas Lapraik & Co.		
Naworth Castle	8 c	Coat	Brit. bk.	386	April 24	P. M. S. S. Co.		
Ocean Chief	2 h	Snadden	Brit. bk.	436	April 26	Captain		
Otago	3 c	Lueders	Ger. bk.	493	April 21	Wm. Pustau & Co.	Tientsin	
Pallas	4 k	Laidman	Brit. bk.	383	April 23	Arnhold, Karberg & Co.		
Presto	7 k	Wells	Brit. bk.	296	April 26	P. M. S. S. Co.		
Prince Arthur	3 c	Cummins	Brit. bk.	626	April 24	Arnhold, Karberg & Co.	San Francisco	
Ricaa Genova	3 k	Cotter	Brit. sh.	1596	Mar. 30	Russell & Co.		
Shallmar	8 c	Howes	Amer. sh.	1239	April 23	Order		
Swallow	4 k	Kaemena	Ger. bg.	256	April 28	Melchers & Co.		
Tartar	8 h	Parkhurst	Brit. bk.	230	May 3	Order		
Vindex	1 c	Blanchard	Amer. bk.	809	Mar. 30	Captain		
Wealthy Pendleton								
WELAMPOA								
Flensborg		Koedt	Dan. bk.	330	May 1	Eduard Schellhaas & Co.		
Vancouver		Shaw	Brit. str.	2923	April 29	Jardine, Matheson & Co.		
Victor		Sorensen	Norw. bg.	247	May 3	Eduard Schellhaas & Co.		
CANTON								
China		Hennings	Ger. str.	642	April 30	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1400	.....	.....	April 14	Kühne
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Cyclop	6 c	German	gunboat	360	6	80	April 10	Von Reiche
Egeria	7 c	British	steam sloop	727	4	120	April 26	W. F. C. Stie
Flamer	4 k	British	aux. naval hospital	.....	.....	.....	.....	D. M. Insp. Gen. Morgan
Frolic	6 h	British	gun vessel	462	4	100	.....	C. E. Buckle
Hertha	7 c	German	corvette	2200	19	400	Mar. 31	Knorr
Juno	6 k	American	corvette	1462	6	400	April 15	J. A. Poland
Kearsarge	6 h	British	gun vessel	638	6	500	April 10	F. V. McNair
Kestrel	6 h	Chinese	gunboat	482	4	100	Mar. 15	C. B. Theobald
Ling Feng	6 k	British	military hospital	364	2	80	May 2	Cocker
Meeanee	7 h	British	gunboat	2591	.....	.....	.....	Capt. Becker
Mosquito	6 h	British	gunboat	295	4	60	April 13	R. H. Paul
Thistle	6 h	British	gun vessel	464	.....	.....	Feb. 27	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	.....	.....	Commodore Parish
Vigilant	7 h	British	despatch vessel	650	2	250	Mar. 25	H. C. D. Ryder
Yantio	6 h	American	gunboat	410	3	288	April 9	R. S. McCook
At Canton								
Palos		American	gunboat	306	.....	.....	April 18	W. R. Bridgeman

FOOCHOW SHIPPING IN PORT.

April 29, 1876.

Chun Sheng	British steamer
Cuba	for Shanghai
Fu Sheng	British steamer
Lapwing	British gunboat
Yang Woo	Chinese corvette
*Yesso	for Hongkong

SHANGHAI SHIPPING IN HARBOUR.

April 22, 1876.

MERCHANT STEAMERS.

Aden	Chinese
Agamemnon	British
*China	German
*Cyphrenes	British
Fire Queen	American

Formosa	British
Fusiyama	American
Fyehow	American
Glenartney	British
Gwalior	British
Honan	American
Howsang	Chinese
Hupoh	American
Pau-tah	Chinese
Shanghai	British
Shingking	American
*Sindh	French
Szechuen	American
Taku	British
Tunsin	British

* Since left port, or arrived at Hongkong.

MERCHANT SAILING VESSELS.

Charley	British barque
Ellen Browne	British barque
Gesiena	Dutch schooner
Hedwig	Swedish barque
Oceanus	German brig
Riflemen	British barque
Volos	German barque
Win. Van Name	American barque

MEN-OF-WAR.

Atalante	French iron-clad
Charybdis	British corvette
La Clocheterie	French corvette
Monocacy	American corvette

Canton.

The only item of intelligence in Number 2 of the *Canton Daily Advertiser* is a "correction" as follows:—In our yesterday's issue we announced the arrival of the *Feinan*. This we find to have been a mistake—the *Spark* taking her trip up as usual, instead of going on dock in Hongkong as we understood she intended doing on Sunday.

Swatow.

May 2nd.

Since my last to you we have had very fine weather until yesterday morning when it rained for a short time, and then turned out fine. The arrivals and departures of vessels during the last week have been pretty numerous. The German barque *Hamburg* for Tientsin, *Sudan* for Takao, the British brig *Elliot* for Taiwan, the French schooner *Parana* for Keelung, the German steamer *Olympia* for Shanghai, left on the 27th. The British steamer *Ocean* from Penang via Hongkong arrived on the same day and left a few hours afterwards for Amoy. The Siamese barque *Princess Saraphi* arrived from Bangkok on the 27th. On the 28th the *Empress of China* left for Bangkok, and the German brig *Gustav* for Tientsin. The British barque *Oscar Vidal* from Chefoo arrived the same day. On the 29th, there arrived, the British steamer *Glenartney* for Shanghai via Amoy, the British barque *Velocity* from Newchwang and the German barque *Condor* from Chefoo. The British str. *Cyphers* left for your port on the 29th. The British barque *Manura* from Newchwang, the American brig *Vesta* from Chefoo and the British steamer *Estegona* from Saigon arrived on Sunday, the 30th, the latter having made the round trip from here to Singapore, thence to Saigon and back here in 26 days. Yesterday, the 1st instant, the British brig *Lunan* arrived from Newchwang. This day the German steamer *Atlanta* left for Shanghai and the British barque *Hilda* for Keelung to load coal for Shanghai. The latest charters have been: the *Janet*, British brig, for Tientsin, Newchwang or Chefoo and back, 51 cents; the *Oscar Vidal*, British barque, for Tientsin, Newchwang and back, 50 cents; the *Condor*, German barque, to Chefoo and back, 23 cents. The British barque *Mythen* loads part here for London and then proceeds to your port to fill up.

The following notification has been sent to the British merchants here, which may be of great service to a great many of your shipping subscribers:—

British Consulate,
Swatow, 29th April, 1876.

No. 5.

"When any British steamer arrives at this port out of Office hours, having either Passengers or Cargo, the Master or Agent is requested to have the ship's papers deposited at once at this Consulate. In every case in which a steamer arrives here with only Passengers to land, it is required that the Master report at this Consulate the arrival of the steamer under his command. "Steamer reported as four months' coasters are exempted from the above."

(Signed) T. WATERS.

The British steamer *Poochow* arrived this morning from Shanghai via Amoy. The German barque *Norma* has been chartered for Tientsin, Newchwang and back, at 51 cents.

Hoihow.

(From a Correspondent.)

Hoihow, 30th April, 1876.

The China has been long expected, and is now almost given up by her agent. There is now a very fair prospect of trade, both import and export, should steamers come; and I am inclined to believe that eventually Hoihow may become a centre of trade, not only for Hainan but also for Pakhoi and Siam. The people continue to be very civil to foreigners, but have a quaint idea in their heads that the advantage of a foreign agent is that he can circumvent the Customs. It is very hard to disabuse them.

The only two merchant steamers that have called as yet are the *Washi* and *Norma*, both from Haiphong. They took very little cargo. The *Ang Teng* has been employed lately surveying the entrance to the Straits round Hainan Head, which the Newchow pilots aver to have only 2½ fathoms. She leaves to-morrow for Hongkong, and will bring on this letter. The port is very dull. There is a lack of society and amusements. The foreign community still consists of: Consular officials, 3; Customs do., 6; General Public, 1; Total, 10. The General Public is going to leave by the next steamer to Hongkong which, I believe, will be the *Shen-ches* on the 8rd, from Pakhoi. The official element will then prevail. Still they are not happy.

Saigon.

28th April, 1876.

The rains have fairly set in, accompanied as usual with terrible thunder-lightning squalls. The parched and dusty earth has begun to freshen and look green, and all nature is rejoicing. Business is very flat, notwithstanding the presence of 10 steamers of large capacity. Rice prices keep so high owing to the constant demands and the overabundance of tonnage that there is hardly any margin in your quotations, and it puts

zles one to know how Chinese can continue shipping in the face of a falling market. In 12 days over 400,000 piculs of grain have gone to your port. The amount of Rice exported since the beginning of this year exceeds three million piculs, and it is reported there are four millions more in the country awaiting export.

The pirates in the *Pelican* case are all caught, and there will be a great day of slaughter soon. *Madagascar* is out of Dook, and will shortly sail for Hongkong, and no doubt will give Britto Bank a wide berth. It is to be hoped that the French Government will put a light-ship on the much-dreaded Britto shoal, and a petition is being now got up in order to press the question.

A gentleman passing through and having some days to spare, set off into the interior after big game and was very successful. Amongst other animals shot were—Antelope, Buffalo, Deer, ad lib., Peacocks and a Tiger, the latter skedaddled after getting one bullet. This country looks all creation for good shooting, and I wonder many more sportsmen don't give it a trial. Travelling by water is easy and pleasant, natives are quiet (as a rule), climate is a trifle trying, but no worse than Bengal, and game as plentiful as the most ardent hunter could desire.

We are all thankful that Sunday will not be disturbed by the mail's arrival, at least for six months. There is a good opening here for a zealous young preacher. The protestant population here are living in a state of deplorable darkness, as far as religion is concerned; the only break in the monotony of a Sunday is walking in the Gardens after 6, and listening to the strains of a military band. I fear some of the auld Scotch folks in the far-off land consider us all on the high road to perdition. Anyhow, if we are sent somewhere for our sins, one who has managed to exist five or six years in a swamp like this ought to get off easy, for Saigon is indeed about the nearest approach to Pandemonium that I know, Aden not excepted.

Manila.

We find in our latest Manila files the following items of news in addition to those we published yesterday:—

On the morning of the 22nd ult., a fire took place in the province of Tsal, which destroyed about sixty houses.

The corporation of sculptors of Santa Cruz has presented General Malcampo with a fine Crown, as a token of respect, and to show their appreciation of the good success of the army at Sooloo.

The Grain crops have turned out very abundant this year; in spite of which the Chinese merchants have thought fit to raise the price for their own convenience.

It is reported from the province of Union that the Captain of the brigantine *Ocean* was stabbed by a cabin boy.

From Taytay it is reported that a great fire occurred on the afternoon of the 19th ult.; the number of houses destroyed was not less than 738, but fortunately, no lives were lost by the calamity.

A novel entertainment was instituted by some inhuman servants, who painted a lively cat with petroleum and afterwards set fire to the poor animal. The police are on the look-out for the culprits.

A Mariano Callanauan, of the province of Cebu, together with his four sons, were found to show symptoms of poisoning after eating a kind of fish known by the name of *Boriring*; and one of the four sons, named Maximio, met with his death by the accident.

At Porac, on the 4th ult., a boiler used for a Sugar machine exploded, wounding seriously three men.

The British barque *Chinaman* left for New York on the 27th ult., with a cargo of sugar and hemp.

The following are the vessels on the berth—*Whittier* for San Francisco, *Eliza Shaw* for London, *Northampton* for New York, *Minerva* for Moluccas Islands, *Hermann* for New York, *Fanny Hare* for San Francisco, *Aurora* for Singapore, Cadiz and London, and *Enid* for London.

A seat of Government is to be established at Sooloo; and it is stated that a military and a naval establishment are also to be told off to that Island.

CHINA AFFAIRS AT HOME.

(From our London Correspondent.)

London, March 24th 1876.

It is now some time since any news has been received with reference to the Yunnan expedition, and some anxiety is being felt as to the results of the negotiation. Our last accounts represent matters as going on favourably, and it is to be hoped that the Chinese will see the necessity of rendering *bona fide* aid in punishing those concerned in Mr Margary's murder. It is impossible, however, not to be sensible of the long delay which has attended this matter, and now that Parliament is sitting, there will probably be some questions asked in the House if some more definite news than at present has been not forthcoming. We have just received news of the successful termination of the military operations in the Straits with reference to the murder of Mr Birch, in the capture of the chief instigator of that crime, and the promptness with which justice has been obtained in this case compares strongly with the delay

in China and is certainly suggestive of the greater efficacy of the main force treatment of such matters as compared with negotiation, with such vainglorious people as Orientals usually prove themselves to be. It may be undesirable to have to resort to such measures, but it is to be feared that for many years to come, we shall look in vain for justice from Eastern nations merely by the exercise of moral force.

I scarcely suppose your readers have taken any very great interest in the controversy which has caused so much excitement here with reference to the surrender of fugitive slaves from British men-of-war when in the territorial waters of slave-owning states; but the subject has assumed a special interest to China residents from the fact that Lord Stanley of Alderney took occasion to ask the Secretary of State for Foreign Affairs whether the regulations which might be ultimately framed on the matter by the Royal Commission to which it has been referred would apply to fugitive coolies. I enclose the *Times* report of the matter, by which you will see that Lord Derby contented himself with saying that hitherto no fugitive coolie had ever presented himself on board a British ship, and it was unnecessary to make regulations with respect to a contingency which was not likely to arise. From the fact that this question was asked, you can form some idea of the complicated nature of the matter which has to be decided. It is impossible to put down slavery in a domestic and modified form among Asiatic nations, and hence, however averse to slavery we may be, it becomes a serious question how far we can in all cases allow our vessels to become a refuge for persons running away from the laws of their country. If such a principle were known to be recognised, a day would pass in China, but some men would be rushing on board declaring they had been kidnapped and demanding our protection.

I notice that Sir Rutherford Alcock is still conspicuous at the Geographical Society. He took the chair at the last meeting, when some papers were read with reference to New Guinea. For a wonder he seems for once to have refrained from airing his favourite croquet with reference to our treatment of countries far East generally and of China in particular. He is looked upon here as an oracle upon Chinese subjects by all those—and they are a large number—who do not know enough about them to be aware how fallacious his high-sounding views are when measured by actual facts and our existing relations.

An old China resident, Mr Alex. Michie, who is best known as the author of an excellent book on the Siberian Overland Route, was mentioned at the last meeting of the Zoological Society. He seems also to have acquired renown by the discovery of a particular kind of deer. The Secretary of the Society at the last meeting "called particular attention to an example of the very singular cervine form lately described by Swinhoe as *Lophotragus Michianus*. The animal had been procured by Mr Alex. Michie of Shanghai (the discoverer of the species) in the Ningpo district of China."

We hear nothing more either officially or privately of the Chinese Embassy to England, which was so much talked about. Has it fallen through?

China.

FOOCHOW.

(Herald, April 27.)

H. B. M.'s Gun-boat *Lapping*, left for Tamsui on the 20th instant, and will probably return early next week.

On dit: That an amateur dramatic performance is in preparation; and that the ladies have kindly offered their invaluable services for the occasion.

The German Consul paid a second visit to the Futai on the 21st instant, and was received at the middle gate, with the same honors as on the previous occasion. The interview was, we understand, private and unofficial.

We would draw the attention of our readers to an advertisement in another column of this number, in reference to an extensive sale of opium, and other merchandise, submitted from the wreck of the *S. S. Kwang Tung*. The sale is announced for Monday next, the 1st May.

In our last issue, we reported a collision between the gunboat *Fish Sheng* and a cargo-boat. Our information was somewhat inaccurate, as it was the gunboat that drifted, not the cargo-boat. We further understand that the owners of the latter craft have been compensated for the damage to their property.

We understand that the vacant post of Imperial Commissioner at the Mamoi Arsenal, has been conferred on Woo San-chung—an official of high rank and long-extended experience. The appointment is not very lucrative, but is looked upon as a stepping-stone to a governorship or viceregal commission.

With commendable liberality, a resident, whose sporting proclivities are well-known, has, we understand, imported a considerable number of pheasants from Shanghai—doubtless with a view to stocking the surrounding country. Should others follow this practice, we should have no difficulty in finding a few weeks "gunning" on the banks of the Min River, which is so generally supposed.

We learn from reliable authority, that the dispute in regard to the gunboats *Fish Sheng* and *Chien Sheng* has been settled. The contractors having agreed to allow the Chinese Authorities the sum of \$8,000, the balance of purchase money has been paid; and the vessels transferred to the Provincial Authorities. It now only remains to be seen whether these gunboats will be of any service to the Chinese Government. We incline to the opinion that they will prove to be "White Elephants" in the hands of their present owners.

About twenty prisoners from Hsu Yung arrived on the 20th instant, in one of the Arsenal gunboats. They were heavily ironed, and their passage through the streets of the southern suburb on their way to the City, the day following, created a great amount of excitement amongst the inhabitants. The prisoners are accused of having taken part in the plunder of the *Anna*, and have been brought here for examination before the authorities. We understand that the General Consul was invited to attend the trial, but declined to do so, fearing that torture might be applied to the accused.

The investigation of certain matters in connection with the conduct of public business by the *Tung San Chi*, or Board of Foreign Trade, has, we understand, led to the suspension of two of the principal officials connected with the department. They are charged, we believe, with misappropriation of public money; falsification of contracts; and other breaches of official trust. Meanwhile, the accused are placed under surveillance—pending the receipt of instructions from the Central Government.

The condition of other public offices is also engaging the attention of the Futai, whose wholesale reforms are creating a wide-spread consternation in official circles, that may be more readily imagined than described.

SHANGHAI.

(Courier.)

Letters have been received to-day (29th) April from Mr. Grosvenor and the other members of the Yunnan Mission. Everything appears to have gone off well, and so far the reports which have reached us from time to time through Chinese sources are confirmed; but as no mention is made of the illness or death of any one in the party, it is presumable that the rumour that one of the writers, named Li, had died of fever is false. Mr. Grosvenor expected to be at Manwyne on the 5th of May, where he was to meet the escort sent to receive him. He will then pass through Burmah, and we believe we may look forward to welcoming him back in Shanghai early in July. We are sure our readers will join us in our satisfaction at this most gratifying intelligence.

We hear that on the approach of the British Commissioner to Yunnan-fu, a party of deputies was despatched from the various Yamen to meet them at a spot some twenty li or so outside the city-wall. These were received on the 11th day of the 2nd moon in great state by the Viceroy, the Futai, the Tactai, and the Provincial Judge; and that for three days the ceremonies of their welcome were kept up, the Commissioners being handsomely banqueted, and everything in the world talked about except the principal subject in hand. Such at least is the burden of certain Chinese letters which arrived the other day from the scene of the enquiry.

We hear privately from Peking that Sir Thomas Wade is preserving a very uncondemning attitude towards the Chinese Government, persistently declining to enter upon any cordial intercourse with the Ministers until the Yunnan outrage is satisfactorily atoned for. It is stated that the Flying Squadron's visit to China has a specific object in view; and the Minister is otherwise strongly supported. The present position of Germany towards Peking, too, in no way detracts from the stability of our own pretensions. Meanwhile Prince Kung is said to be utterly demoralised with all these anxieties and complications, and it is reported that the disasters of Tso Tung-tang have had such an effect upon His Imperial Highness's system that he has not been visible for forty days!

(N. O. D. News.)

The trial of Theodore W. Eckfeldt is postponed *sine die*.

Some days ago, we published information that the forces detailed for the prosecution of the war against the Mahomedans in Singaria and Kashgar, under the Governor-General Tso Tung-tang, were in difficulties. Yesterday, further information reached us that the advanced guard of Tso's army had been surprised by the troops of Yakub Khan, at a place named Ping Leung, and were cut off from the main army. Details are of course anxiously looked for.

We understand that negotiations, which have been in progress for some days past, with reference to the Wooning Tea way, bid fair at present to result in a conclusion satisfactory to all parties. The main anxiety entertained by the Chinese Government being on the score of its "sovereign rights," arrangements have been discussed which are likely to secure all susceptibility on this score, without injury to individual interests or to the ulterior prospects of the enterprise now at stake. Some time will probably elapse before a definite issue can, however, be arrived at in the matter.

Some extraordinary revelations, regarding a case of swindling, in connection with the cargo of the British barque *Ellen Broome*, lately anchored in the river, have been the subject of pretty general conversation during the last few days, but we refrained from any allusion to the matter until all doubts were removed. It seems that bills were drawn and bills of lading issued with respect to goods which it has been found were not put on board; and it is stated that the captain admits having imprudently signed blank forms, which of course facilitated the operations. But worse remains—insurances were effected on the fictitious cargo, and it is asserted that the intention was to cast away the vessel or scuttle her at sea. For some at present unexplained reason, this was not done, and she arrived safely at Shanghai, when the frauds were of course discovered.

The second half-yearly meeting of the North-China Insurance Company was held on the 26th of April. The report showed that the premiums earned, less returns and re-insurances, amounted to Tls. 336,598.17; and the losses and claims to Tls. 235,322.34. After deducting charges, a net balance of Tls. 232,032.47 was carried forward, making a total of Tls. 522,159.16 to the credit of the Company on the 31st December last, in addition to the Tls. 600,000 paid-up capital. Mr F. H. Bell, who presided, explained that since the publication of the report some serious disasters had occurred, notably the losses of the *Orestes*, the *Strathclyde*, and the *Kwangtung*. On the *Orestes*, the company had a full line of \$30,000, and on the *Strathclyde* a line of about \$12,000, and \$20,000 on the hull of the *Kwangtung*, together with a small line on her cargo. A motion was passed, approving of the appropriation as dividend of Tls. 60,000 to general shareholders, and Tls. 60,000 to contributing shareholders, while another sum of Tls. 60,000 was to be placed to reserve for division hereafter. The retiring Directors and Auditors were re-appointed. The Chairman incidentally stated, that it was proposed to close the old Company after the accounts up to the 31st March had been received, and transfer all outstanding matters to the new Company for liquidation.

Japan.

(Mail.)

A passion for suicide would seem to have manifested itself at Wakayama in Kishiu. Within the past two months some sixty persons have, says the *Nichi Nichi*, hung themselves in this district.

A thief who lately obtained access to the *Kencho* of the Koohi Zen managed to escape with the unusually large sum of \$10,000 yen.

The *Kochi Shimbun* alludes to the rapid spread of Christianity in the Miyage Ken. The doctrine of the Greek Church has been taught there, and so numerous have the proselytes been that about six hundred persons attend church each Sunday.

are employed at this mine as well as a large number of engineers and machinists. The movements of operators in rabbits are being closely watched by the representatives of the native press. The *Hochi* reports the number of dealers to be on the increase, but the prices have scarcely reached the high level of the late speculative mania. An animal valued at \$350 is the dearest now on offer.

Three criminals were beheaded on the 21st April at the execution ground at Tobé. The U. S. Sloop *Saco*, Captain McDougall, which sailed hence on Saturday morning and proceeded to sea on Sunday was compelled to return to port in a leaky condition. The *Tennessee* and *Saco* left for Yokosuka Dock on the 21st.

According to the *Hochi Shimbun* the ship *Hasegford* will take 8,264 koku of rice to Melbourne.

The recent wreck of the *Surprise* upon a rock unhappily discovered by the previous loss of the *Haiyo Maru* upon it, suggests enquiry as to the reason why some steps are not taken by underwriters, Lloyd's Agents, the Board of Consuls, the Chamber of Commerce, or other bodies either possessing official power or interested in shipping, for the formation of a properly constituted Board of pilots for this Bay, which has acquired so unenviable a notoriety with Marine Insurance Companies. Surely at a season like the present, when so many qualified shipmasters, thoroughly familiar with the Bay and Inland Sea, are out of employment, prompt steps might be taken to afford them an opportunity of gaining a livelihood by pilotage, and to hinder further loss of life and property arising from avoidable causes, but risked through the unskillfulness of men—some of whom apparently possess neither special coast experience, the requisite skill in handling a ship, nor any other qualification than that of sheer audacity—who, professing to be "Established Pilots" of the place, undertake most responsible duties, trusting to luck for results, which are not always satisfactory. We would suggest this subject to the Committee of the Chamber of Commerce as one worthy of decisive remedy before further disaster shall have forced it still more strongly upon public attention. Palpably a duly certificated master mariner of ascertained ability, and holding an annual license from a Pilotage Board, would be preferable in charge of incoming or outgoing craft to self-ordained professors, of whose merits there is no standard by which new comers to the port can judge.

The assembly of the *Kucho* and *Kocho* of the various districts and wards of Yedo took place on the 17th instant, at the Central Police Station, when the following subjects formed matter for discussion: The desirability of requiring tenants of houses to affix, outside, a description of the business carried on therein; the fixing of the hour at which lecture houses &c. should close, and, lastly, the prohibition of the noise, made by night watchmen, such as the ringing of bells, beating-drums, or striking together pieces of wood. Upon the first only of these subjects was any decision arrived at, the other remaining unsettled after a fruitless discussion.

Building is now popular around the coast of Yesso, as many as eleven schooners, we hear, being in course of construction—in such a manner, however, as to render the inspection of a Lloyd's surveyor eminently desirable. The native builders, following foreign style, have failed, it is considered, to realise foreign ideas of strength of materials and of their fitting use, so that disaster may be not unlikely to arise.

A small two-headed snake is amongst the reptiles exhibited at the Tokyo Museum.

The Korean Government, writes the *Hochi Shimbun*, has long endeavoured to prevent the propagation of foreign forms of belief within its dominions. Notwithstanding the severity of its regulations, however, the Greek Church has made large conversions in the North, where its boundaries are continuous with Asiatic Russia, and it is estimated that some 50,000 or 70,000 of the population now profess Christianity.

CORRESPONDENCE.

A NEW "LIGHT."

To the Editor of the "CHINA MAIL."

Hongkong, May 3, 1876.

Sir,—The collapse of the *Hongkong Times* appears to have made some people uncomfortable; I mean those who labour with an amount of zeal under the delusion that they are doing so *pro bono publico*. Let the opium market might collapse also, a saviour has come forward, and a new sort of light is made to shine on the market every morning by the medium of a slip, issued gratis to all, and containing such "Reuters' latest." Without this light it is perhaps thought that the drug market will be in a chaotic state, and those concerned in the trade will grope in the dark. But mark the accuracy of the slip's contents. The one before me states that the direct steamers of the month were *due* here about the 5th; when I look up to the time of my writing this, 4 p.m., no information has been received of their having arrived at the Straits. If the quotations you give, and the report which appears in the columns of your contemporary, are not considered sufficient as a matter of simple record, and the novel slip I refer to is issued as a light to the public, let its contents savour less of clairvoyance.

Yours &c.,

X. Y. Z.

HOME ITEMS.

(L. & C. Express.)

Major W. H. Davies, 1st Battalion 10th Regiment, is about to retire on full pay, on completion of thirty years full pay service. It is stated that the bulk of the new gunboats, which are to be built by the Messrs. Laird, at Birkenhead, and the Messrs. Palmer, at Jackson-Tyne, and which are mainly intended for the China stations, will cost about £10,000 each. The boats will be of the composite kind, the iron skin being sheathed with wood and coppered.

It is stated that the appointment of Captain Percy Luxmoore, O.B., to the Foochow Arsenal in the place of Captain Tracy, B.N., has been accepted. We hear that the Foreign-office has sanctioned this appointment under the Chinese Government on the distinct understanding that Captain Luxmoore will resign the post should China become engaged in any hostilities.

The National Bible Society of Scotland is advertising for one or two suitable men to go as Bible colporteurs to China, to be placed under the superintendence of Dr. Williamson, of Chefoo. Mr. Lilley, who has laboured for the same society in North China in the same capacity, and who is now in this country, proceeds to Japan, as a Bible colporteur in the summer, is at present in Edinburgh, acquiring some knowledge of printing, &c.

In regard to the many acts of piracy in the China waters, the Imperial Government has decided that the two corvettes *Hertha*, 28, and *Jaraina*, 6, are not to return to Europe, but will remain in China. These two very-fast vessels have to call at Hongkong, there to meet the *Cyclop*, 3, gunboat. Two more corvettes, the *Fanta*, 28, and *Lada*, 6, will arrive at Hongkong about the middle of May. The German naval forces on the China coast will then consist of the above-named four large corvettes and the gunboat. The *Hertha*, however, will soon be relieved by the *Nautilus*, 6, a gunboat of great rapidity, very little draught of water, and specially built for the suppression of the Chinese pirates, &c.

The Deutsche Dampfschiffahrt Rheder zu Hamburg announces in its report for the past year that no dividend is payable. The vessels of the company during 1875 were all in constant employ, with the only exception of the *Galatea*. The steamers took 13,633 tons of cargo to Penang, Singapore, Hongkong, and Shanghai, and 12,588 tons on the home voyages. The paid-up capital amounts to 4,500,000, and the property of the company consists now, among others, of the steamers *Atlanta*, *Bellona*, *Ossanderia*, *Hygie*, *Galathea*, *Olympia*, *Erionia*, *Hesperia* (building), and the lighter *China*. The steamer *Sylbia* has been sold at a net profit of 119,057.

The Army and Navy Gazette says:—Those interested in the 1st Battalion 10th Regiment will be glad to hear that the Commander-in-Chief is most strongly opposed to the retention of the regiment in the Straits; and so also is Major-General Colborne, who has been in command of the Penak expedition. General Colborne recommended that the Goorkhas should remain until the 74th could be got out; and this arrangement would certainly have been in every way preferable to that which has been forced upon the authorities. Indeed, it seems to us a pity that European troops should be sent at all to quarters where they so soon deteriorate. No regiment in the service had a better name than the 10th when they went on foreign service. Yet at the present moment no one stands more in need of relief. Be the expense what it may, the regiment should be brought home at once.

With reference to the Japanese Naval College, the Army and Navy Gazette says:—The English staff of the Japanese Naval College at Yedo, consisting of Commander Charles W. Jones (retired list), Navigating-Lieutenant Charles W. Baillie (active), and Chief Engineer F. W. Sutton (active), and some twelve petty officer instructors, will, we hear, remain in their present employment for a further period of three years. This college was originally established by Commander Archibald Douglas, who received a handsome acknowledgment of his services to the Japanese Government on his tendering his resignation early last year. Commander Jones, who retired with a step in rank after eight years' service as Lieutenant, succeeded to the office of director of the college, which bids fair to become almost a permanent appointment. There is also some probability of another officer being required to take command of a Japanese training-ship.

We hear that Mr. Edward Pease is sending the equivalent of One hundred taels to China, to be divided into sums of fifty, thirty, and twenty taels, to be presented to three of the Chinese competitors for the British Opium Policy Prize Essays. These sums, small in comparison with those given to the English essays (£200 and £100), are even more liberal rewards, considering the brevity of the Chinese essays, which amount only to a few pages each. The twenty-eight Chinese essayists have given us interesting and instructive papers, showing how the thing looks from a Chinese point of view, but were inevitably quite out of the running from their ignorance of India; and these extra prizes are not awarded by the adjudicators, Sir Charles Trevelyan, &c., but are presented by Mr. Pease, in accordance with the judgment of the Rev. Dr. Legge and another, a friend of Chinese. The names of the fortunate prizemen are—Ch'ien Kwoh Chin, of Amoy; Tsch Fei-tze and Paou Mii-tze.

Quotations.

Hongkong, May 3, 1876.

OPIMUM.—New Patna, cash... 610
credit, 612½
" Old Patna, cash... 607½
credit, 610
" New Benares, cash... 580
credit, 582½
" Old Benares, cash, 580
credit, 582½
" New Malwa, cash, 580
credit, 585
" Allowance Teas, 24 a 48
" Old Malwa, cash, 585
credit, 590
" Allowance Teas, 20 a 32
CAMPHOR... 15½
QUICKSILVER... 38 a 34
SAITPETRE... 5.40 a 4½

Exchange.

Bank, 6 months' sight... 3/104
Credit, 6 months' sight... 3/104
On Calcutta, Bank demand... 3/222
Bombay, demand... 3/222
" Shanghai, demand... 7½
Shanghai, 10 days' sight... 7½
Bar Silver, 17, dwt. B... —
Sycee... —
Mexican... —
Gold Leaf... 88.20
English Sovereigns... 8.18
Australian Sovereigns... 8.18
Discount... 7 a 9

Shares.

Hongkong Bank, par.
H.K. Fire Ins. Co., \$510
China Fire Ins. Co., \$163
Victoria Fire Ins. Co., \$70
H.K. & W. Dock Co., 45 ½ dls.
China Traders' Ins. Co., \$1680
Union Ins. Society of Canton, \$660
Chinese Insurance Co., \$207
North China Ins. Co., Tls. 850
C. & J. Marine Ins., Tls. 84 ex return.
Yangtze River Association, Tls. 690
H.K. & W. R.-bond Co., 8 dls.
Union S. Navigation Co., Tls. —
Shanghai Steam N. Co., Tls. 70
Hongkong Hotel Co., \$80 dls.
Chinese Imperial Loan, \$105 15/.

Temperature.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;
Also,
Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GUALIOR, Captain J. O. BARN, with
Her Majesty's Mail, Passengers, Specie,
and Cargo, will leave this for the above
places, on SATURDAY, the 6th May, at
Noon.
CARGO will be received on board until
Noon; SPECIE and PARCELS at the
Office until 2 p.m. on the 6th May.
For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrect-
ness on such declaration.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods ship-
ped by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. MEYER, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 22, 1876. my6

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH to NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF
PEKING" will be despatched for San
Francisco, via Yokohama, on MONDAY,
the 16th May, 1876, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.
Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bussan S. S. Co.
Company will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.
Freight will be received on board until
4 p.m. 14th Proximo. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, April 16, 1876. my15

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be des-
patched for San Francisco, via Yokohama,
on THURSDAY, the 1st June,
at 3 p.m., taking Cargo and Passengers
for Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on board until
4 p.m. of 31st Instant. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
and Passage, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, May 1, 1876. je1

DUC DE MONTEBELLO CARTE
BLANCHE CHAMPAGNE.
Quarts, \$18 per case (1 dozen).
Pints, \$16 " " " " " "
5 per cent. discount on 26 cases.

Bourbon WHISKEY.
\$12 per case (1 dozen.)

FOR SALE BY
HEARD & Co.
Hongkong, June 22, 1876.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCI-
ATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distrib-
uted among Policy holders, annually, in
cash. All the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

RUSSELL & Co.,
Agents.

Hongkong, July 9, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matched, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saidon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

YANGTSE INSURANCE ASSOCI-
ATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association
will allow a Brokerage of Thirty-
three and One Third per cent. (33 1/3%) on
Local Risks only.

RUSSELL & Co.,
Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 3, 1876.

Insurances.

THE SOUTH AUSTRALIAN INSUR-
ANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Undersigned having been appointed
Agents for the above Company in
Hongkong, China and Japan, are prepared
to issue Policies of Marine Insurance,
payable in Australia, London, Calcutta,
Bombay, Mauritius, China and Japan at
current rates.

ADAMSON, BELL & Co.
Hongkong, September 6, 1875. jyl

THE SCOTTISH IMPERIAL
INSURANCE CO.

THE Undersigned having been appointed
Agent, in Hongkong, for the above-
named Company, is prepared to grant
Policies against Fire, on Buildings and on
Goods to the extent of £10,000, at the
usual rates, subject to an immediate dis-
count of 20%.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.

Life Policies effected during the year
1875, share in the Bonus to be declared on
31st December for the quinquennial period
then ending.

A. MACG. HEATON.
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, July 6, 1875.

Intimations.

Now Ready.

THE CHINA REVIEW.

Vol. IV., No. 4.

Annual Subscription, postage included,
\$6.50.

CONTENTS.

Essays on the Chinese Language.

The Folk-lore of China.

Pao-see: The Cleopatra of China.

An Introduction to a Retrospect of Forty
Years of Foreign Intercourse with
China.

One Page from Choo Foo-tze.

The Expedition of the Mongols Against
Java in 1295, A.D.

The Wry-Necked Tree.

Phallic Worship.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries on Eastern Matters—
Chinese Anti-Opium Associations.

Publications of the Hongkong Corre-
sponding Committee of the Reli-
gious Tract Soc.

Hongkong School-book Committee.
Chinese Wills.

Chinese Breach-Loading Guns.
History of the Maritime Provinces.

Books Wanted, Exchanges, &c.

China Mail Office.
Hongkong, March 11, 1876.

THE PATENT IMPROVED ROBEY MINING ENGINE.

Some of the advantages of the New Patent Engine are as follows:—

SMALL FIRST COST.

SAVING OF TIME AND EXPENSE IN ERECTING.

EASY, SAFETY AND ECONOMY IN WORKING.

GREAT SAVING OF FUEL.

This new Patent Mining Engine is free from all the objections that can be urged
against using the Semi-Portable Engines for Permanent work, because it possesses the ad-
vantages of the Semi-Portable in saving time and expense in fixing.

Engines up to 200 Effective-Horse-power always in Progress.

Prices and full Particulars on application to the SOLE MANUFACTURERS:

ROBEY & CO., Lincoln, England.

THE MERCHANTS' MARINE INSUR-
ANCE COMPANY, LIMITED,
OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appoint-
ed Agents in Hongkong for the above
Company, are prepared to issue Policies of
Marine Insurance at current rates, payable
in London, India, Australia, New Zealand,
Straits, Mauritius, Java, Manila, China,
Japan, California, &c., &c.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

NOTE.—By the Company's Articles of Asso-
ciation it is provided that, after pay-
ment to the shareholders of a dividend of
10 per cent. per annum, one fourth
of the residue of profits will be rateably
divided amongst those Insurers out of
whose business profits have been made
during the year.

STAFFORDSHIRE FIRE INSURANCE
COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appoint-
ed Agents in Hongkong and Shanghai
for the above Company, are prepared to
issue Policies of Fire Insurance at current
rates.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

NOTICE TO MARINERS.

THE Wreck of the P. M. S. S. Japan
lies 20 miles S. 28° E. of Breaker
Point: a Buoy marks the locality, and
the Steamer Rajah and schooner Lotterer
are anchored over the wreck.
Masters of Vessels are requested to avoid
a near approach at night or during thick
weather.

W. H. RAY.
Hongkong, April 29, 1876. my6

WANTED.

AN Experienced European FEMALE to
accompany a Family with 8 Children
to England. Terms, a free Passage.
Applications to be sent to the Office of
this paper, addressed "A. B. C."
Hongkong, April 11, 1876. my11

To Let.

TO LET,
With Immediate Possession.

THE Dwelling House No. 4, Alexandra
Terrace.

The Store and Dwelling House, No. 31,
Queen's Road, lately in the occupation of
Miss GARRETT.

The Store and Premises, Nos. 42 and 44,
Queen's Road, lately in the occupation of
Messrs DUNSTON & Co.

The Dwelling House and Office, No 1,
Wyndham Street.

(Also with occupation from 1st May next.)

The Dwelling House No. 46, Peel Street,
now in the occupation of Mr HAUSCHILD.

The Dwelling House No. 1, Alexandra
Terrace, at present in the occupation of
Dr STOUT.

The Dwelling House No. 2, Gough
Street, occupation from 1st June.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 1, 1876.

TO RENT CHEAP.

OFFICES and Godown, No. 59, Praya,
lately occupied by Messrs TAYLOR &
JACKSON. Also OFFICE and Godown
situated in the rear of the Messageries
Maritimes Office.

Apply to
LAI HING & Co.
Hongkong, March 30, 1876.

TO LET.

HOUSE No. 5, Zealand Street.

DAVID BARBOON, SONS & Co.
Hongkong, April 8, 1876.

HONGKONG MARKET PRICES.

Corrected to Saturday, April 29, 1876.
At 1090 Cash per Dollar Mexican.

Paica.
Highest Lowest
Cash. Cash.

Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 170 160

Beef, sirloin and prime cut, cy. 200 160

" Beef-Cornd, " 160 140

" Roast, " 180 160

" Soup, " 100 80

" Steak, " 180 160

" Butloes' Brains, per set 80 70

" Tongue, fresh, each 300 250

" " corned, " 450 400

" Head, " 1100 900

" Heart, " 160 140

" Feet, " 80 60

" Kidneys, " 100 80

" Tail, " 160 120

" Liver, " 120 100

" Tripe (undressed), catty 60 40

Olives' Head and Feet, set 600 500

Hams, American, lb. 350 —

" Chinese, " 200 160

" English, " 400 360

Mutton Chop, " 200 180

" Leg, " 180 140

" Shoulder, " 130 120

" Liver, " 60 50

Pigs' Chittlings, " catty 120 110

" Feet, " 110 100

" Head, " 70 50

" Heart, " 70 50

" Kidneys, " 120 110

" Liver, " 160 150

" Pork, Chop, " 160 140

" Corned, " 160 150

" Leg, " 180 120

" Fat or Lard, " 850 330

Sheeps' Head and Feet, set 70 60

" Heart, " 80 70

" Kidneys, " 1700 1400

Veal, " catty 180 160

Poultry.

Capon, " catty 250 180

Ducks, " catty 110 100

" Dried, " each 220 200

Eggs, Hen, " doz. 100 —

" Duck, " 120 —

" Salt, " 120 —

Fowls, " catty 180 160